

SECRET

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Copy 10 of 10

6 October 1960

MEMORANDUM FOR : Deputy Chief, Development Branch, DPB

SUBJECT : Suggestion by Mr. C. L. Johnson Concerning Airlift to
and from the OMCART Area

25X1A
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25X1A
1. While on the phone with Kelly 5 October on another matter, he said he thought he had a "dandy idea" which would solve our airlift problem to and from [REDACTED]. He said Lockheed had the original 1649 series (jet stream) constellation test bed which they would sell to us on an "as is" basis for [REDACTED]. They would then install a wide cargo door at cost and operate this aircraft to and from [REDACTED] on a daily basis at so much per aircraft mile. He did not have the exact figure available but said he would send it to me soonest.

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25X1A
2. Kelly said LAC would furnish parts for this aircraft, would adapt the rear portion for cargo and the front end for carrying up to fifty passengers. As you know, this was the largest Connie ever built, powered with 3,500 BSHP engines, and as Kelly says, "It is still the finest fan job in the air." He indicated he thought he could obtain seats for this purpose from the 1649 Connies TWA is now converting to an all-cargo configuration on the used seat market at a modest cost. He said Lockheed would build a small galley to provide light refreshments aloft. The aircraft can fly from Los Angeles to [REDACTED] and is, of course, fully pressurized. Comparable 1649 aircraft on the used plane market are going between \$750,000 and \$1,000,000 each, according to condition. Kelly seemed quite enthused about this proposal and said that he would send us a written summary of the proposal addressed to me. It was his view that the only item of major importance that could not be carried readily in the 1649 was the fully assembled J-58 engine, which he said could be hauled by a C-130 on call when we had occasion to ship one to or from [REDACTED]. I promised him we would look the matter over carefully.

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JAMES A. CUNNINGHAM, JR.
Assistant Chief
DPB-DD/P

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